

Appl. No. 10/817,460

Amdt. Dated November 22, 2005

Reply to Office Action of August 25, 2005

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the above-identified application:

Claims 1-13 (canceled).

Claim 14 (currently amended): ~~An aircraft~~ pneumatic cabin pressure control[[,]] system for limiting a difference between cabin pressure and atmospheric pressure, the system comprising:

an outflow valve having a true static atmosphere input port;

a solenoid valve coupled to the input port;

~~and an~~ aneroid switch electrically coupled to the solenoid valve such that when a certain altitude is reached and/or exceeded, the aneroid switch causes the solenoid valve to close so as to isolate the true static atmosphere input port from pressure changes that occur while the solenoid valve is closed; and

a secondary differential controller configured to open the outflow valve if the difference between cabin pressure and atmospheric pressure exceeds ~~the~~ a threshold value of the secondary differential controller, and to do so even if the outflow valve input port has been isolated by the solenoid valve.

Claim 15 (canceled).

Claim 16 (currently amended): A method for ~~controlling the~~ limiting a difference between cabin pressure and atmospheric pressure of in an aircraft using a pneumatic cabin pressure control system that includes an outflow valve comprising at least ~~two~~ an atmospheric pressure input port[[s]], the method comprising the steps of:

~~coupling an isolation valve to an input port of the outflow control valve and utilizing the interrupt valve to isolate~~ selectively isolating and de-isolating the outflow valve atmospheric pressure input port ~~to which the isolation valve is coupled~~ from pressure changes;

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opening the outflow valve if the difference between cabin pressure and atmospheric pressure exceeds a first threshold value and the outflow valve atmospheric pressure input is de-isolated; and

opening the outflow valve if the difference between cabin pressure and atmospheric pressure exceeds a second threshold value and the outflow valve atmospheric pressure input is isolated.

Claim 17 (currently amended): The method of claim 16 further comprising:

~~causing the interrupt valve to isolate~~ isolating the outflow valve atmospheric pressure input port whenever the aircraft exceeds a pre-determined altitude.

Claim 18 (currently amended): The method of claim 17 further comprising:

~~operating the interrupt valve to de-isolate~~ de-isolating the outflow valve atmospheric pressure input port whenever the aircraft ~~drops~~ is below a pre-determined altitude.

Claims 19 and 20 (canceled).

Claim 21 (new): An aircraft pneumatic cabin pressure control system adapted to prevent the difference between cabin pressure and atmospheric pressure from exceeding a threshold value, the system comprising:

an outflow valve having an input port adapted to be coupled to a source of atmospheric pressure, the outflow valve configured to move to an open position if the difference between cabin pressure and atmospheric pressure exceeds a first threshold value;

an isolation valve coupled to the outflow valve input port and selectively movable between an open position, in which the outflow valve input port is in fluid communication with the source of atmospheric pressure, and a closed position, in which the outflow valve input port is isolated from the source of atmospheric pressure to thereby

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prevent the outflow valve from opening if the difference between cabin pressure and atmospheric pressure exceeds the first threshold value; and

a secondary controller coupled to the outflow valve and configured to move the outflow valve to the open position if the difference between cabin pressure and atmospheric pressure exceeds a second threshold value that is greater in magnitude than the first threshold value.

Claim 22 (new): The system of Claim 21, wherein the isolation valve is configured to move to the closed position when the aircraft is above a predetermined altitude.

Claim 23 (new): The system of Claim 21, further comprising:

a solenoid coupled to the isolation valve, the solenoid adapted to be selectively energized and de-energized to thereby move the isolation valve to the closed position and open position, respectively; and

a switch operable to move between a closed position and an open position to thereby energize and de-energize, respectively, the solenoid.

Claim 24 (new): The system of Claim 23, wherein the switch moves to the closed position when the aircraft is above a predetermined altitude.

Claim 25 (new): The system of Claim 23, wherein the switch comprises an aneroid switch.